



THE HONGKONG TELEGRAPH

HONGKONG, SATURDAY, JULY 9, 1902.

Intimations.

CHS. J. GAUFF & CO.,
CHRONOMETER, WATCH and CLOCK-
MAKERS, JEWELLERS, SILVER-
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for "Louis" Watches
awarded the highest Prize at every Exhibition;
and for "Votik" and "Sohn's"
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
No. 8, Queen's Road, Central. [633]

G. FALCONER & CO.,
WATCH and CHRONOMETER MANU-
FACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS,
CHARTS and BOOKS.
No. 4, Queen's Road Central. [633]

DENTISTRY.

M. R. WONG TAI-FONG,
FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.
Surgeon, Dentist,
(Formerly articled Apprentice, and latterly
assistant to Dr. Rooker),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(above Messrs. Dakin Bros. of China, Ltd.).
CONSULTATION FREE. [291]
Hongkong, 27th July, 1902.

NOTICE.

JAYE'S SANITARY COMPOUNDS
COMPANY, LIMITED.
JAYE'S WOOD PRESERVER OR
ANTISEPTIC PAINT.

THE undersigned have this day been
appointed SOLE AGENTS for the sale
of these PERFECT DISINFECTANTS, and
are prepared to supply quantities to suit
purchasers, at Wholesale Prices. Extra Special
terms for Shipping and large Orders.
SIR ROBERT HAWKINS, C.B., C.E., Chief
Sanitary Engineer, Local Government Board,
London, says
"It is the best Disinfectant in use."
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 10th June, 1898. [9]

F. Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS,
and PROVISION MERCHANTS,
NAVY CONTRACTORS, &
GENERAL COMMISSION AGENTS,
No. 11, Praya Central,
(Opposite Peller's Wharf).

SOLE AGENT FOR
RAHTEN'S GENUINE COMPOSITION
OR
THE BOTTOMS OF IRON SHIPS.
HARTMAN'S GREY PAINT, specially man-
ufactured for coating the inside of STEEL SHIPS.
SPECIALLY SELECTED
EXTRA PRIME PORK and BEEF in Barrels.

AMERICAN PRIME SUGAR-CURED
HAMS and BACON.
CHR. MOTZ & Co., BORDEAUX CLARET!
CEMENT from the celebrated Factory of
Hemmer.
FLINSBURG STOCK BEER,
ENGINEERS' and BLACKSMITHS'
MACHINERY and TOOLS.
EVERY KIND OF
SHIP'S STORES and REQUISITES
ALWAYS IN STOCK

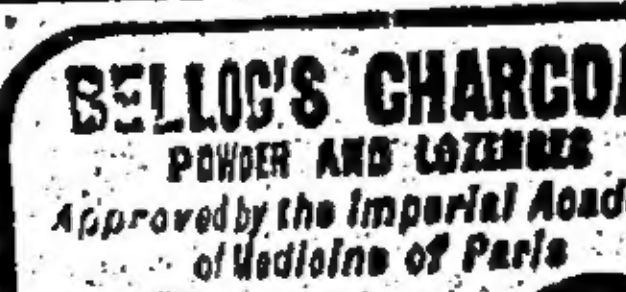
AT
REASONABLE PRICES.
ALL KINDS OF COALS
SUPPLIED AT THE SHORTEST NOTICE.
Des Coteaux at its finest old BRANDY,
COGNAC, 4 Stars, selected expressly for F. B. &
Co., Sole Agents.

SOLE AGENTS
FOR CHINA AND JAPAN
FOR THE
TULE LIFE PRESERVER
AND RAFT.
Manufactured by the
LEUDUC TULE IMPROVEMENT COMPANY,
SAN FRANCISCO, CAL.



Acknowledged by the scientific world as the
MOST EFFECTIVE DISINFECTANT
DEODORISER and GERMICIDE.
Is neither poisonous nor caustic, may be used
by everybody without the slightest apprehension
of danger.
Hawthorn, 8th March 1902 [133]

THE "MANDARIN" RAZOR.
FOR a most comfortable, remarkably easy,
luxurious and delightful shave, use
ARENZ's celebrated Mandarin Razors, with
interchangeable blades, fully warranted. They
are the best, most reliable, easiest and cheapest
high class Razors known. Thousands of unsol-
dited testimonials can be had direct from
the maker, A. ARENZ, BIRMINGHAM, intro-
ducers of the original and only genuine "Gem
Air Gun" or "Gem DAKIN" RAZOR OF CHINA,
LTD., Chemists and Druggists, Queen's Road,
opposite Hongkong Hotel.



BELLO'S CHARCOAL
POWDER AND LOZENGES
Approved by the Imperial Academy
of Medicine of Paris
MODEL
OF THE
LOZENGES
It is especially to its continually
absorbent, antiseptic and anti-
putrid properties that Bello's
Charcoal owes its great efficacy.
It is especially recommended for
the following affections:
GASTRITIS, COLIC, CONSTIPATION,
DYSPEPSIA, DIARRHEA,
DYSENTERY, BILIOUSNESS,
ACIDITY, DYSURIA,
DUPUYTREN'S CONTRACTURE,
BRUISES, INFLAMMATION OF THE STOMACH,
Detailed instructions accompany each bottle
of powder and box of lozenges.
Sole Agents in Hongkong:
A. S. WATSON & Co., Ltd.,
DAKIN BROS. OF CHINA, LTD.

For Sale.

FOR SALE.
A SMALL INVOICE OF THE WELL KNOWN
G. H. MUMM & Co's
CHAMPAGNE,
In cases of 1 doz. quarts, at \$25 per case.
do. 2 " " pints, at \$27 do.
SHEWAN & Co.,
Agents.
Hongkong, 16th May 1902. [630]

FOR SALE.
THE SCHOONER
"MONTIARA"
AS SHE NOW LIES IN YAU-MA-TEI BAY.
Length 74 feet.
Beam 17 feet.
Depth of hold 7 1/2 feet.
Registered Tonnage 75 tons.
(Owing to recent alterations the carrying
capacity of the Montlara has been increased to
about 120 tons dead weight.)
The Montlara was built in Singapore, is most
solidly constructed of teak throughout, with iron-
overhauled under experienced European superin-
tendence, and is now in excellent condition.
She is a very fast sailer and a most suitable
vessel for the Canton mercantile trade, or would
make a first-class lighter.
For Particulars as to Price, &c., apply to
R. FRASER-SMITH,
6, Pedder's Hill. [525]
Hongkong, 17th May, 1902.

FOR SALE.
THE ENGINES AND BOILER OF THE
CHINESE GUNBOAT "CHOP-CHEUNG,"
AS THEY LIE AT ABERDEEN DOCK.

THE Engines of the Chop-cheung were
constructed by Messrs. INGLIS & Co., of
Wanchai, and are of the Compound Inverted
Cylinder Direct-Acting Surface Condensing type,
Cylinders 20 1/2 and 38 1/2 dia., with a stroke of 26 1/2
The Crank Shaft is 6 1/2 dia. at the Crank pin
and 7 1/2 dia. at the journals. The H.P. Piston
Rod is 3 1/2 and the L.P. 3 1/2 dia. The Piston
and Connecting Rod bolts are 2 1/2 dia. The Pump
and Connecting Rod bolts are 1 1/2 dia. The Pump
is 14 1/2 dia. by 13 stroke, Single Acting Circulating
Feed and Bilge Pump (one each) 3 1/2 dia. by 13
stroke.
These Engines have been very little used and
are in thoroughly good order.
The Boiler is of the Horizontal Multitubular
type, with three Furnaces and vertical Dome on
top. Its dia. is 10 ft. 2 1/2 by 9 ft. 10 1/2 long, external
measurements; Furnaces, 28 1/2 dia.; Dome,
measurements; 44 1/2 dia. by 4 ft. high; Tubes, 184 in number by
3 1/2 ex. dia. It is in fairly good condition, having
recently undergone considerable repairs, and
would last in active service for over five years.
The Engines and Boiler can be inspected on
application to the Superintendent at Aberdeen
Docks.
For further particulars, apply to
R. FRASER-SMITH,
6, Pedder's Hill. [526]
Hongkong, 17th May, 1902.

Commercial.

LATEST QUOTATIONS
Hongkong and Shanghai Bank.—90 per cent.
prem., sales and buyers.
The National Bank of China, Ltd.—on £600.
paid up.—40 per cent. dia., sales and sellers.
The National Bank of China, Ltd.—Founders'
shares, \$200 per share, sellers.
The Bank of China, Japan & the Straits, Ltd.—
£1 per share, sellers.
The Bank of China, Japan & the Straits Ltd.—
Founders' shares, £22 per share, sellers.
Chinese Imperial Loan of 1884 B—2 1/2 per cent.
premium, sellers.
Chinese Imperial Loan of 1884 C—3 per cent.
premium, buyers.
Chinese Imperial Loan of 1886 E—14 per cent.
premium.
Union Insurance Society of Canton—\$89 per
share, sellers.
China Traders' Insurance Company—\$60 per
share, sales and sellers.
North China Insurance—Tls. 235 per share,
sellers.
Canton Insurance Company, Limited—\$99 per
share, sellers.
Yangtze Insurance Association—\$102, buyers.
On Tai Insurance Company, Limited—Tls. 150
per share.
Hongkong Fire Insurance Company—\$270 per
share, sellers.
China Fire Insurance Company—\$84 per share,
buyers.
Hongkong, Canton, and Macao Steamboat Co.—
\$28 per share, sellers.
China and Manila Steam Ship Company—25
per share, sellers.
Indo-China Steam Navigation Company, Limited
—35 per cent. discount, sellers.
Douglas Steamship Company—\$37 per share,
buyers.
The Steam Launch Co., Limited—nominal.
Hongkong and Whampoa Dock Company—\$85
per cent. premium, buyers.
Geo. Fenwick & Co., Limited—\$141 per share,
sellers.
Hongkong Hotel Company—\$23 per share,
sellers.
Hongkong Hotel Co.'s Six per cent. Debentures
—\$501.
The Austin Arms Hotel and Building Company,
Limited—\$5 per share, sellers.
The Shamoon Hotel Co., Limited—\$8 per
share, sellers.
Punjom and Sunghie Doo Samanian Mining Co.
—\$5 cents per share, sellers.
The Raub Gold Mining Co., Limited—45 cents
per share, sellers.
New Inure Mining Co., Limited—\$1.50 per
share, buyers.
The Balmoral Gold Mining Co., Limited—
nominal.
Tongkah Coal Mining Co.—\$175 per share,
buyers.
The Jelebu Mining and Trading Co., Limited—
\$5 per share, buyers.
The Selama Tin Mining Co., Limited—10 cents
per share, buyers.
London and Pacific Petroleum Co., Ltd.—£3
sellers.
China Sugar Refining Company, Limited—\$120
per share, sellers.
Lemon Sugar Refining Company, Limited—\$29
per share, sellers.
A. S. Watson & Co., Limited—\$151 per share,
sellers.
Cruckshank & Co., Limited—\$12 per share,
sales and buyers.
Hongkong Dairy Farm Co., Limited—\$41 per
share, buyers.
The Kowloon Land Investment Co., Limited—
\$71 per share, sellers.
The Hongkong Land Investment Co., Limited—
\$24 per share, sales and sellers.
The West Point Building Co., Limited—\$20
per share, sellers.
H. C. Brown & Co., Limited—\$23 per share,
sellers.

Hongkong and Kowloon Wharf and Godown
Company—\$48 per share, sales and sellers.
Hongkong Rope Manufacturing Company,
Limited—\$95 per share, buyers.
Hongkong Gas Company—\$102 per share,
sales.
Hongkong Ice Company—\$69 per share, buyers.
Hongkong and China Bakery Company, Limited
—\$65 per share, sellers.
The Hongkong Brick and Cement Co., Limited
—\$7 per share, sellers.
The Green Island Cement Co.—\$6 per share,
sellers.
The Hongkong Electric Light Co., Limited—\$3
per share, sales and sellers.
The Hongkong Steam Laundry Co., Limited—
\$25 per share, nominal.
The Hongkong High-Level Tramway Co.
Limited—\$40 per share, sellers.

EXCHANGE.
On LONDON—Bank, T. T. 2/10 1/2
Bank Bills, on demand 2/10 1/2
Bank Bills, at 4 months' sight 2/10 1/2
Credits at 4 months' sight 2/10 1/2
Documentary Bills, at 4 months'
sight 2/11
On PARIS—
Bank Bills, on demand 3/59
Credits at 4 months' sight 3/67
On INDIA—
T. T. 223 1/2
On Demand 223 1/2
On SHANGHAI—
Bank, T. T. 72
Private, 30 days' sight 72 1/2

VISITORS AND RESIDENTS AT
THE HONGKONG HOTEL.
Mr. L. A. Barretto and Rev. J. M. Morton, B.A.
son. Dr. and Mrs. Robbins.
Mr. S. M. Cohen. Dr. F. E. Shean.
Capt. A. Croad. Mr. J. M. Spect.
Mr. E. Delbanco. Mr. W. Tarn.
Surgeon-Major & Mrs. G. C. Hall.
Mr. M. M. Kuhn. Capt. W. S. Wyles.

VISITORS AND RESIDENTS AT
THE PEAK HOTEL.
Mr. F. Bodeley. Mr. and Mrs. Perkins.
Mr. Chaudet. Mr. G. H. Polts.
Mr. Chas. Grant. Mr. F. T. Richards.
Mr. Haeleland. Mrs. Rogers & children.
Mr. Thomas Howard. Mr. A. Findlay Smith
and family.
Mr. Morton Jones. Mr. Wm. Smith.
Mr. and Mrs. E. S. Mr. Stephen.
Joseph. Captain Stewart.
Mr. V. Kolod. Mr. Geo. L. Tomlin.
Mr. E. W. Matland. Mr. H. P. Tooker.
Captain Monro.

MAILS EXPECTED.

THE GERMAN MAIL.
The Norddeutscher Lloyd Co's steamer
Sachsen, with the German mail of the 6th ult.,
left Singapore on the 5th instant at noon, and
may be expected here to-morrow.
THE FRENCH MAIL.
The Messageries Maritimes Co's steamer
Salah, with the outward French mail, left
Singapore on the 6th instant at 3 p.m., and may
be expected here on the 13th.
THE AMERICAN MAIL.
The O. & O. S. S. Co's steamer Gallie,
with mails, &c., left San Francisco for this port
via Honolulu and Yokohama, on the 26th ultimo.
THE INDIAN MAIL.
The Indo-China S. N. Co's steamer Wingsang,
from Calcutta, left Singapore on the 5th instant
at 2 p.m., and is expected here on the 12th.
THE CANADIAN MAIL.
The Canadian Pacific Railway Co's steamer
Empress of Japan left Vancouver for Yoko-
hama, Shanghai, and Hongkong on the 27th
ultimo.

STEAMERS EXPECTED.
The P. & O. S. N. Co's steamer Tahan
from Bombay, left Singapore on the 5th instant
at 4 p.m., and may be expected here on Monday.
The D. D. R. steamer Oceana, from Ham-
burg, left Singapore on the afternoon of the 8th
instant, and is due here on the 15th.
The P. & O. S. N. Co's steamer Gwalior left
Bombay on the 1st instant, and may be expected
here on the 18th.
The Northern Pacific Steamship Co's chartered
steamer Phra Nang left Tacoma for this port,
via Yokohama, on the 28th ultimo.

Shipping.

ARRIVALS.
CITY OF RIO DE JANEIRO, American steamer,
3,548, J. M. Cavary, 8th July.—San Fran-
cisco 14th June, and Yokohama 3rd July.
Mails and General.—P. M. S. S. Co.
PIRA CHOM KLAO, British steamer, 1,011, J.
Fowler, 8th July.—Bangkok 1st July, and
Koh-al-chang 2nd, General.—Butterfield &
Swire.
SWATOW, German steamer, 631, C. Blage, 8th
July.—Haiphong 6th July, Rice and
General.—A. R. Marty.
DECIMA, German steamer, 961, C. Christensen,
9th July.—Mojl 3rd July, Coals.—Siemssen
& Co.
NIERSTEIN, German steamer, 800, L. Albert, 9th
July.—Canton 9th July, General.—Melchers
& Co.
CANTON, British steamer, 1,110, F. H. Sellar,
9th July.—Shanghai 5th July, and Swatow
8th, General.—Jardine, Matheson & Co.
CLEARANCES AT THE HARBOUR OFFICE.
Sunglung, British steamer, for Amoy, &c.
Prin, Danish steamer, for Hoihow, &c.
Nierstein, German steamer, for Cebu.
Lohang, British steamer, for Swatow, &c.
Empress of India, British str., for Shanghai and
Vancouver, B.C.
Divawongso, British steamer, for Shanghai and
Tacoma.
Lunox, British steamer, for Mojil.
Shantung, British steamer, for Singapore, &c.
Thalus, British steamer, for Swatow, &c.
DEPARTURES.
July 9, Taksang, British steamer, for Canton.
July 9, Ancona, British str., for Nagasaki, &c.
July 9, Empress of India, British steamer, for
Shanghai and Vancouver, B.C.
July 9, Divawongso, British str., for Shanghai
and Tacoma.
July 9, Ningpo, German steamer, for Shanghai.
July 9, Shantung, British steamer, for Singa-
pore and Sourabaya.
July 9, Lohang, British steamer, for Swatow
and Shanghai.
July 9, Chitung, Chinese str., for Shanghai.
July 9, Michael Tobias, German steamer, for
Hon Kobe Bay.
PASSENGERS—ARRIVED.
Per City of Rio de Janeiro, str., from San
Francisco, &c.—Messrs. J. Wallace and Min
Kling Hin and servant; Captain "W. T. Hunter,
Messrs. L. R. James, S. Gibson, A. J. Coleman,
and W. Roberts; A. R. Ramsey, G. Hendry, and
crew of Douglas's steamer Huihang.

Per Phra Chom Kiao, str., from Bangkok, &c.
—Mr. Abrahamson, and 107 Chinese.
Per Canton, str., from Shanghai, &c.—Mr. J.
Holman, and 70 Chinese.
DEPARTED.
Per Empress of India, str., for Shanghai.
Mrs. Dawson and child, Messrs. Henri Tivary,
H. Green, Lum Heng Shan, Ng Kwel San, and
Chan Tuck Kong. For Yokohama.—Dr. Noble,
Captain Retallick, Colonel Wilbraham, and G.
Campbell. For Vancouver.—Captain Seavie,
and Mr. J. C. Edmonds. For Montreal.—Mr. G.
A. Hewitt. For Tacoma.—Mrs. G. Campbell
and 5 children. For London.—Mrs. F. Smith
and 2 children, Mr. and Mrs. Cole, Captain J.
Lewis, Messrs. J. Schild, H. Ogilvie, and F. R.
Vincent. For Liverpool.—Mr. Wm. Speirs.

REPORTS.
The German steamer Decima reports that
she left Mojil on the 3rd instant. Had fine
weather from port to port.
The British steamer Phra Chom Kiao
reports that she left Bangkok on the 1st instant,
and Koh-al-chang on the 2nd. Experienced
light variable winds and fine weather throughout.
The British steamer Canton reports that
she left Shanghai on the 5th instant, and Swatow
on the 8th. Had light to moderate southerly
winds to Swatow; thence variable winds to
port.
The American mail steamer City of Rio de
Janeiro reports that she left San Francisco on the
14th ultimo, and Yokohama on the 3rd
instant. Had moderate weather throughout.
Arrived here last night at 6.05 p.m. Passage 5
days, 24 hours and 57 minutes from Yokohama.

Post Office.

A MAIL WILL CLOSE
For Canton.—Per Powan to-morrow, the 10th
instant, at 9 A.M.
For Macao.—Per Honam to-morrow, the 10th
instant, at 9 A.M.
For Kobe and Yokohama.—Per Cardigan-
shire on Monday, the 11th instant, at 11.30 A.M.
For Cebu.—Per Nierstein on Monday, the
11th instant, at 11.30 A.M.
For Haiphong.—Per Swallow on Monday, the
11th instant, at 5 P.M.
For Straits and Bombay.—Per Bormida on
Tuesday, the 12th instant, at 11.30 A.M.
For Straits and Calcutta.—Per Japan on
Tuesday, the 12th instant, at 11.30 A.M.
For Straits and Bombay.—Per Lombardy
on Tuesday, the 12th instant, at 11.40 A.M.
For Amoy and Manila.—Per Kowshing on
Tuesday, the 12th instant, at 3.30 P.M.
For Foochow and Tientsin.—Per Nanchang
on Tuesday, the 12th instant, at 3.30 P.M.
For Europe, &c., Australia, India and Madras,
and Manilla.—Per Calcutta on Wednesday,
the 13th instant, at 11 A.M.
For Yokohama and San Francisco.—Per
City of Rio de Janeiro on Tuesday, the 19th in-
stant, at 10.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.
BORMIDA, Italian steamer, 1,499, F. Susini,
3rd July.—Bombay 15th June, and Singa-
pore 26th, General.—Carliwits & Co.
CARDIGANSHIRE, British steamer, 1,600, S.
Parsons, 7th July.—London, and Singapore
1st July, General.—Dodwell, Carliwits & Co.
DOWAR, German steamer, 1,200, B. Grandmann,
7th July.—Saigon 3rd July, Rice.—Wieler
& Co.
FAME, British steamer, 117, Captain Molisac,
—Hongkong Government tender.
FREY, Danish steamer, 397, C. A. Strand, 8th
July.—Hoihow 7th July, General.—Arn-
hold, Karberg & Co.
JAPAN, British steamer, 1,855, K. H. Sundberg,
6th July.—Calcutta 10th June, and Singa-
pore 30th, Opium and General.—D. Sas-
soon, Sons & Co.
LENNOX, British steamer, 1,575, Ward, 1st
July.—Saigon 29th June, Rice, &c.—
Dodwell, Carliwits & Co.
LOMBARDY, British steamer, 1,570, Francis Cole,
6th July.—Bombay 18th June, and Singa-
pore 30th, General.—P. & O. S. N. Co.
MACDUFF, British steamer, 1,882, E. Porter, 6th
July.—Saigon 3rd July, General.—Dodwell,
Carliwits & Co.
MENKUR, British steamer, 1,287, H. Craig, 7th
July.—Foochow 5th July, Tea.—Gibb,
Livingston & Co.
NORNBURG, German steamer, 2,007, R. Heintze,
4th June.—Shanghai 21st June, General.—
Melchers & Co.
OORVA, British steamer, 419, J. M. Daly, 23rd
May.—Singapore 10th May, General.—
Butterfield & Swire.
PILOT FIN, British steamer, 161, A. Stopani,
—Hongkong and Whampoa Dock Co.
PRESTO, German steamer, 655, J. Jensen, 7th
July.—Haiphong 4th July, and Hoihow 6th,
General.—Siemssen & Co.
SHEWAN, British steamer, 845, E. F. Stowell, 28th
June.—Saigon 24th June, General.—Kian
Tye Loong.
SUNGKIANG, British steamer, 995, C. B. N.
Dodd, 7th July.—Manila 4th July, General.—
Butterfield & Swire.
THALUS, British steamer, 820, A. Hodgins, 7th
July.—Taiwanfou 2nd July, Amoy 4th, and
Swatow 6th, General.—D. Laprak & Co.
WUOTAN, German steamer, 1016, A. Ott, 7th
July.—Saigon 3rd July, Rice.—Wieler
& Co.
ZAMBEZI, British steamer, 1,650, Edwards, 8th
May.—Victoria, B.C., via Honolulu 2nd
April, General.—Gibb, Livingston & Co.

SAILING VESSELS.
BELL OF BATH, American ship, 1,347, F. M.
Blethen, 27th June.—New York 8th March,
Petroleum.—Jardine, Matheson & Co.
CHARMEZ, American ship, 1,796, J. W. Holmes,
14th May.—New York 30th Nov., Kerosene
Oil.—Jardine, Matheson & Co.
COLUMBUS, German ship, 1,429, F. Stover,
30th May.—Singapore 10th May, Ballast.—
Melchers & Co.
F. P. LITCHFIELD, American ship, 1,022, Young,
21st June.—New York 15th Feb., Petroleum.
—Arnhold, Karberg.
IRIS, British schooner, 206, Chumts, 12th June,
—Hamling Pool 7th May, Sandalwood.—
Siemssen & Co.
JOHN MCLEOD, British ship, 1,595, Henderson,
9th June.—from Pratas Keel, Ballast.—
Captains.
MARZ TAYLOR, British steamer, 1,208, C. E.
Dukes, 1st June.—New York 28th Dec.,
Kerosene Oil.—Hewitt & Co.
MCLEOD, American ship, 1,343, Frank L.
Oakes, 25th May.—New York 3rd January,
Kerosene Oil.—Jardine, Matheson & Co.
NICOVA, British bark, 594, T. Norris, 28th June,
—Bangkok 14th June, General.—Wieler
& Co.
P. N. BLANCHARD, American ship, 1,103, N. W.
P. N. Blanchard, 15th June.—New York 21st
February, Oil.—Reuter, Brochmann & Co.
STRELLING, American ship, 1,564, Geo. W.
Goodwin, 20th June.—New York 16th Dec.,
Kerosene Oil.—Jardine, Matheson & Co.
WM. G. DAVIS, American ship, Lynam, 20th
June.—New York 3rd April, Kerosene Oil.
—Jardine, Matheson & Co.

Printed and published by ROBERT FRASER
SMITH, No. 6, Pedder's Hill, in the city of
Victoria, Hongkong.

Intimations.

DAKIN, CRICKSHANK & CO., LIMITED.
DISPENSING CHEMISTS.

WHOLESALE and MANUFACTURING
CHEMISTS and DRUGGISTS, AERATED
WATER MANUFACTURERS, WINE
and SPIRIT MERCHANTS.

WE have the pleasure to announce that this
Company, formed and registered in Hongkong,
has taken over the Businesses hitherto carried
on here and elsewhere by Messrs. DAKIN BROS.
OF CHINA, LIMITED, and Messrs. CRICKSHANK
& Co., LIMITED, together with all ASSETS and
LIABILITIES.

The support hitherto given to the late Firms
will, we trust, be continued to us.

QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 1st July, 1892. [30]

A. S. WATSON & CO., LD.
WINES AND SPIRITS.

WE invite attention to the following Brands,
all of which are excellent quality and
good value for the money.

The same being specially selected by our
London House, and bought direct from the most
noted Shippers, are imported in wood and bottled
by ourselves, thus enabling us to supply the best
growths at moderate prices.

In ordering, it is only necessary to state the
name and quantity of Wine or Spirit wanted,
and initial letter for quality desired.

PORTS. (For Invalids and general use).

	Per Case.	Per Bot.
A Alto Douro, good quality, Green Capsule	\$10	\$1.00
B Vintage, Superior quality, Red Capsule	12	1.10
C Fine Old Vintage, superior quality, Black Seal Cap- sule	14	1.25
D Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled)	18	1.50

SHERRIES.

A Delicate Pale Dry, dinner wine, Green Capsule	6	0.60
B Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C Manzanilla, Pale Natural Sherry, White Capsule	10	1.00
C C Superior Old Pale Dry Natural Sherry, Red Seal Capsule	10	1.10
D Very Superior Old Pale Dry, choice old Wine, White Seal Capsule	12	1.10
F Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bot- tled)	14	1.25

CLARETS.

A Superior Breakfast Claret, Red Capsule	4	\$4.50
B St. Estephe, Red Capsule	4.50	5.00
C St. Julien, Red Capsule	7	7.50
D La Rose, Red Capsule	11	12.00

MADEIRA, HOCK and CHAMPAGNES.

FULL PARTICULARS OF THE VARIOUS BRANDS
IN STOCK ON APPLICATION.

	Per Case.	Per Bot.
A Hennessy's Old Pale, Red Capsule	\$13	\$1.20
B Superior Very Old Cognac, Red Capsule	15	1.40
C Very Old Liqueur Cognac, Red Capsule	20	1.75
D Hennessy's Finest Very Old Liqueur Cognac, 1873 Vintage, Red Capsule	30	2.50

SCOTCH WHISKY.

A Thorne's Blend, White Cap- sule	8	0.75
B Watson's Glenochy, Mellow Blend, Blue Capsule, with Name and Trade Mark	8	0.75
C Watson's Aboulo-Glenlivet, Red Capsule, with Name and Trade Mark	8	0.75
D Watson's H. K. D Blend of the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10

IRISH WHISKY.

A John Jameson's Old, Green Capsule	8	0.75
B John Jameson's Fine Old, Green Capsule	10	1.00
C John Jameson's Very Fine Old, Green Capsule	12	1.10
Genuine Bourbon Whisky, Red old, Red Capsule, with Name	10	1.00

GIN.

A Fine Old Tom, White Cap- sule	4.50	0.40
B Fine Unsweetened, White Capsule	4.50	0.40
C Fine A. V. H. Gevora	5.25	0.50

RUM.

Finest Old Jamaica, Violet Capsule	12	1.00
Good Lecward Island, \$1.50 per Gallon.		

LIQUEURS.

Benedictine Maraschino		
Curacao		
Herrling's Cherry Cordial		
Chartreuse - Dr. Slegers' Angostura		
Butters, &c.		

PRICES ON APPLICATION.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,
HONGKONG, 1st July, 1892.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to "The Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open to the discussion of questions of public interest, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this paper not later than Three o'clock so as to be ready for the printer's use.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the East, and is therefore the best medium for Advertisers. Terms can be learned on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 2. Telephone address "Telegraph," Hongkong.

TO SUBSCRIBERS.

Subscribers to the Hongkong Telegraph are respectfully reminded that all Subscriptions are payable in advance.

The Hongkong Telegraph.

HONGKONG, SATURDAY, JULY 9, 1892.

TELEGRAMS.

PROGRESS OF THE GENERAL ELECTION.

LONDON, July 7th.
Elected 123 Tories.
12 Unionists.
97 Liberals.

The Tories gain ten, the Unionists four and the Liberals 29 seats.

[When Parliament met after the General Election of 1886, its 670 members were made up as follows:—

Conservatives	316
Liberal Unionists	77
Gladstonians	102
Nationalists	85

In the elections which have since taken place the opposition succeeded somewhat in recovering from disaster. When the dissolution came the other day the parties stood:—

Conservatives	304
Liberal Unionists	54
Gladstonians	86
Nationalists (Redmondites)	81

That is to say the Unionist majority of 115 after the Election of 1886 had been reduced, by defection and defeat, to 66.—[Ed., H.K.T.]

LOCAL AND GENERAL.

At noon to-day the *Devonwonga* and *Empress of India* sailed for Tacoma and Vancouver, respectively, via Shanghai.

A new steamer, chartered for the Northern Pacific line, the *Victoria*, left England for Hongkong yesterday. Her arrival will be looked upon with some interest. Other new boats will follow.

Two dollars were paid into Court this morning by the owner of the launch *Wing Lee* because the master thereof blew his whistle unnecessarily on the 6th inst., a la Capt. Craig of the *Memphis*.

The Marine Court of Inquiry at Tokyo has at last published its finding on the wreck of the *Idemitsu Maru*, on 5th April. The master, Minamide Oshi, loses his certificate for two years.

Two letters from our Macao correspondent, and a large mass of other interesting items, are unavoidably held over. If this sort of thing goes on we will have to come out with an eight-page paper.

The weather promises to be glorious for the *Honam's* trip to Macao to-morrow. Judging by to-day, one would give a good deal more than \$2 to escape from Hongkong and revel in the balmy sea breezes.

A REGULAR meeting of Permanence Lodge, No. 1165, E.C., will be held in Freemasons' Hall, Zealand Street, on Saturday, the 16th inst., at 5 for 5.30 p.m. precisely. Visiting brethren are cordially invited.

THE agents, Messrs. Dodwell, Carill & Co., inform us that the Northern Pacific Steamship Co.'s steamer *Batavia*, from Yokohama at noon on the 22nd ult., via Victoria, arrived at Tacoma on the 7th inst., a passage of fourteen days.

As the Customs apparently do not intend to blow up the *Peking*, it is suggested that the boat be buoyed the same way as the *Lismore* is; the difficulty appears to be that boats cannot be kept in position owing to strong currents.

ST. PETER'S STEAMSHIP COMPANY.—The Mission steam-launch *Day Spring* will call alongside vessels hoisting code pennant C, between 9 and 10.30 a.m. on Sunday, to convey men ashore to the 11 o'clock service, returning about 12.30 p.m.

THE wife of H.E. the Viceroy of Kwangtung came down to this port on Thursday, on the way to Shanghai by German mail. She and her retinue of howling swells with mandarin buttons flooded the City Hall on the occasion of the performance of "Madame Angot" which must have been edifying to them.

INSPECTOR BAKER and constable Duncan Sinclair had a couple of Chinamen in court this morning for cruelly ill-treating ponies—one of them a Quarry Bay "moke." It was proved that the ponies were being driven in traps although suffering from sores on the neck and a fine of \$15 each was inflicted, with the alternative of six weeks "hard."

WE beg to acknowledge receipt of a "heavily executed volume of the Japanese Diet, Special Session," published at the office of the *Japan Mail*. The reports have been carefully revised, and are well printed in clear type. The book should be very useful to those concerned in Japanese politics. As far as we can see, the "Imperial Diet" consists largely of wind.

A GUY maiden answering to the name of Ho Aing turned up at the Police Court this morning and accused a Chinese gardener, before Mr. Hastings, with outraging her. The accused admitted the offence, but added that since the death of the maiden's mother, the girl had lived with him as his wife. She was fifteen years of age and he intended marrying her after this year's harvest. The police said there was no evidence of the man seducing the woman. She lived with him voluntarily, and her brother also lived in the house. Some one had put the girl up to committing to the police and that was why the case came into Court. His Worship remanded the case until Tuesday next.

A VERY unusual phenomenon was witnessed from the Shanghai Gardens on Saturday afternoon last, for within an hour or less than six bright "sun dogs" were seen.

CONSIDERABLE interest is centred in a case that will come on for hearing on Monday in the Police Court. Sergeant Phelps having taken upon himself to charge Captain G. B. Lefay with unlawfully taking on board the steamer *Honam* dangerous goods on the 6th instant while the steamer was not within the limits of the dangerous goods anchorage. The case will be heard by Mr. Hastings.

THE *Mercury* understands the steamship *Kaitia* is going to run on the river again; she was taken down from Tunkoo on the 3rd inst by her former commander, Captain Danielson, who was in charge of her during the Franco-Chinese trouble when she served as a daring blockade runner in the Formosa channel; she was under the Chinese flag then and well-known under the name of *Whoon* for her plucky exploits while commanded by Captain Danielson.

THE Band of the 1st Shropshire Light Infantry will play the following programme at the Officers' Mess, Murray Barracks, this evening, commencing at 7.30 p.m.:

Polo	"P. & O."	Dualion.
Polka	"P. & O."	Dualion.
Polka	"P. & O."	Dualion.
Polka	"P. & O."	Dualion.
Polka	"P. & O."	Dualion.
Polka	"P. & O."	Dualion.
Polka	"P. & O."	Dualion.
Polka	"P. & O."	Dualion.
Polka	"P. & O."	Dualion.
Polka	"P. & O."	Dualion.

THE suit brought by the American Trading Company against the Bank of China, Japan, and the Straits, for damages for alleged breach of contract, is still proceeding in the British Consular Court at Shanghai. The case turns on an agreement made between the parties as to advances on goods coming to China, and involves questions of exchange and of the status and powers of the defendants. Mr. H. S. Wilkinson is conducting the case for the plaintiffs and Mr. Dowdall is defending.

CAPTAIN J. M. CAVARLY, who brought the *City of Rio de Janeiro* into port yesterday evening is probably one of the best known skippers on the Pacific coast, and until lately he held the important position of Port Captain at San Francisco. He has succeeded Captain Ward in the command of the *City of Rio de Janeiro*, which has been appointed to the new steamer *Perry* (built at the Union Ironworks, Frisco) which will take the place of the *City of Peking* in the schedule; the latter being laid up for alterations preparatory to going on the Panama route.

RANGOON must be a happy place, for apparently nobody thereabouts knows where Hongkong is. The *Gazette* in quoting from our columns, says:—

STRAITS NEWS.
ANOTHER HONGKONG AND SHANGHAI BANK EMPLOYEE OFF! \$500 REWARD.

The Hongkong Telegraph says:—

And it follows the strange story of 10 Yuk alias Lo Wun Man, who by the way has not yet been caught.

At 9 o'clock yesterday evening as Sikh constable Julia Singh (No. 665) was walking along Praya West, he observed a well-dressed Chinese man stagger across the road and fall into the harbour. Without a moment's hesitation the constable, who was in full uniform at the time, jumped over the Praya wall into the water and succeeded in keeping the man (who, it was said, was suffering from the effects of an epileptic fit) afloat until some coolies came to his assistance and succeeded in hauling first the man and then the Sikh up to the top of the wall.

When landed the constable was greatly exhausted and the woman in a state of collapse. She had sunk once, and had not the plucky Sikh gone to her rescue promptly there can be no doubt that the result of the constable's heroism would have been the same. The constable has not, however, been recommended for one of the Belongs Humane Society medals. He deserves it—and more.

THE annual torchlight procession of the members of the Shanghai Fire Brigades took place on Saturday night last (7th July). The meet was on the French Bund and the procession was formed as follows:—Town Band with about 25 musicians, the 10th-ho-long with 21 strong drawing their own truck and reel and bearing torches. Next came the "Firebrakes" Company, 10, with 10 members and 10 coolies. "Deluge" Co., with fourteen members and twenty-one coolies, followed by the French Company "Le Torant," No. 6, who had with them the members of La Lyre society playing lively music, about 15 in all, while the rear was brought up by the "Victoria" company, No. 7, with 14 members and to coolies. The effect of the whole turnout was very charming and picturesque, the various uniforms of the firemen setting off the scene. The firemen also carried lanterns, were gorgeously and the proceedings terminated with a supper, which was a great success.

THE *Mercury* records that some runners employed by the Salt Gabelle indulged in more monkey practice on the river at Shanghai on Saturday last opposite the Bund, and quite close to where Inspector Howell hangs out his albatross on the Police Hulk. It would seem that the Native excise guards intercepted a boat on the river and seized the runners, and for the offenders to escape, but without appearing to hit any of the alleged smugglers and quite regardless of where their bullets would find bullets. A Customs launch went in pursuit of the reckless marksmen and caught them, but through a distinct offence was committed by the runners in firing their guns promiscuously amongst the crowded shipping, the offenders were allowed to go on showing their credentials. We suppose there is no use in calling the attention either the Consular or Municipal authorities to such matters, as no doubt now remains that the Chinese have definitely taken command of this place as well as of the river. But if an intractable admiral or a fighting general were well peppered by the Chinese *braves* it might stimulate those interested to take some steps to put an end to the outrageous occurrences which have been so frequent in this neighbourhood of late.

"LES CLOCHES DE CORNEVILLE."

It is astonishing to see what full houses the Stanley Opera Company has, every night in the week, in a bustling community where everybody is on the rocks, and where a modern Diogenes, if searching with his lantern, not for an honest man but for a man who had a dollar, would be found. Still strange though it is, people will not let fifty loaves stand in the way of seeing a good show, bankrupt or threatened, they get there just the same.

Last night was no exception, for the theatre was comfortably filled (alla same Pickwick under the table) and Piquette's universally popular opera was accorded a satisfactory reception, which it fairly deserved. There were, of course, some flaws, which a highly critical observer could detect, as there always must be in a company playing a new piece every night; but evidently there was

no flaw visible to the naked eye, for as the proof of the pudding is in the eating, the proof of a performance is in the applause; also in the following night's attendance.

The principal burden fell, of course, on *Serpentine* (Miss Claude Denver); and, as we anticipated, she maintained the part to the life. Following immediately on *Madame Angot* (Thursday) in which Miss Denver filled a part even more unalike burdened by the author, this must have been a severe strain; but it proved that her *forte* is hard work, lively action, vigorous display of varied moods, and delicate mutations of subtle passions. Miss Denver's vocal powers were taxed somewhat less severely than on Thursday, but none the less her triumph over the audience.

Miss Dolly Childs made a gentle, unassuming *Germania*, the rôle fitting her like a glove. Her excellent rendering of it only made one regret that the author had not given her more scope. A charming surprise (the "Afuels" seem great on surprise) was *Gratichius*, usually a tenor part, and assigned on this occasion to Mr. Phillips; that gentleman being afflicted with a cold, Miss De Lorne took his place, and without discredit to him we must say the alteration was a vast improvement. To bear her clieg "On Rocking Waves" in the first act, and the duet with *Gaspard* in the second, was simply delightful.

Christoph (Miss D. Silva) is a small part, but with her style which revealed the accomplished actress.

On the other side, Mr. T. Liddard satisfactorily acquitted himself as the "Markiss"; his singing is always good, and his acting fair and conscientious. Mr. Driscoll was quite out of his line as *Gaspard*, but not a soul in the audience would have suspected it, which makes his exposition of the part more remarkable. He was decidedly brilliant throughout, contributing a large share to the success of the evening. Mr. Durish also deserved warm praise as the *Bailie*, for he showed that he has readily adapted himself to this unfamiliar line of work, and will make his mark before long. As *Gobo* Mr. W. Stanley did less than was expected of him.

Of course, it must not be expected that there was no fault to be found at all; the difficulties invariably experienced by travelling companies were increased by the fact that several members were unable to attend, owing to the heat of the day. But thanks to the ability of the company all round, these little hitches were not very noticeable, and on the whole the performance was better than might have been anticipated. Special praise is due to the ladies for the "May, pole Dance" in the first act, and the very pretty ballet to the last.

To-night the theatre will be crowded, for the ever popular drama "Colleen Bawn" is billed, with the veteran "Old Man Awful" as *Miss* and *Miss* Denver as the *Colleen*. This company has put on the stage, and they may be relied on to do their best and to justify the large patronage which is already assured.

A fresh programme has been arranged for next week, of which full particulars will be found in our advertisement columns.

THE LIKIN QUESTION.

The imposition of likin on goods sent into China under the supposed protection of transit passes is such a serious matter that, in the hope of exposing the case of the European merchants so strongly as to secure some attention from the authorities, we have acceded to a request to publish the following statement, exactly as it reached us:—

Report of interviews and copies of correspondence regarding the illegal seizure of cargo belonging to me, Alfred W. Dyer, Consul, Canton, and general merchant of Canton, by the Likin Authorities; and at the same time the imprisonment of my salesman Lee Wing Kai, together with connecting notes showing procedure taken by the various parties concerned.

Directly on hearing of the seizure I sent the following to the Consul, Mr. Watters:—

Canton, 27th May, 1892.

Sir,—I beg to report that yesterday, at about 3 p.m., at the Ying-ho-man, one of my Chinese clerks, Lee Wing Kai, having in his charge a boat laden with 28 cases kerosene and 6 tins matches (the same imported by and belonging to me) was seized together with the boat and its contents, and is, I believe at present shut up within the Pun-yee-ah-ke.

Will you kindly ascertain the reason of this apparently arbitrary arrest, and request the release of Lee Wing Kai, and also that of my property now in detention, etc., etc.

(Sd.) ALFRED W. DYER.

To H.B.M. Consul, Canton.

In answer to this I got:—

H.B.M. Consulate General, Canton, 27th May, 1892.

Sir,—I am in receipt of your letter of to-day regarding a seizure of some kerosene and matches.

I should say that the steamer *Tai-on* cannot bring up more than 10 cases kerosene at a time without leaving her regular anchorage. I then left to collect the remaining letters of the covering letters which I stated would have my marks upon them. These were given to me and produced at the next interview between Mr. Watters and myself, Tuesday May 31st.

I called again producing two covering letters (respecting the shipment of 12 cases and 10 cases of kerosene, part of the original lot of 50) and the covering envelopes. (Papers 6 and 7).

Mr. Watters on perusing these said:—These are scraps, I cannot read them.

—You have a translator.

—You told me on Saturday that you had no other covering letter.

—I said I had no others of a different description from those then produced. The letter from Chin cheong shows them, also covers, these now produced. (Nos 6 and 7).

—These will not do.

—Why?

—It is all nonsense—Chinese don't write to Europeans in wholly Chinese letters.

—I have a comrade or shroff who interprets them for me, as my Hongkong correspondents know.

—My shroff is waiting outside; will you see him?

—I don't see why I should. It would be of no use.

—Very good! Will you look at this paper to which I referred on Saturday last from the Pun-yee-ah-ke of Lee Wing Kai's arrest (paper No. 1).

—(Reads) This shows nothing.

—(Producing Chinese Paper No. VIII) This letter is from Lee Wing Kai within the Pun-yee-ah-ke. Tied off, waiting for help he desires me to forward the half of the paper to his uncle, paying the latter to deliver him from the prospect of the criminal goal.

—(Calls his translator and confers with him) This does not mention your name.

—But it speaks of his "European master: Who but I?

—He says quickly, despatch of European assistance. He has been fogged.

—He dates his letter last Saturday (25th).

—I wrote you on Friday and saw you on Saturday. I received this letter on Sunday evening. However, will you take up this case?

—No, as far as I see at present.

—Now, Mr. Watters, I have shown you that I paid \$97 to Chincheong, his receipts for kerosene on the Saturday for that amount, this covering letter, and the despatch, and the final account of the whole shipment. Moreover I have imported no other in my name since that date.

174,506 and 174,508) one Sak-kee of 41 Bonham Street (Hongkong) \$15.30 and \$15.35.

—Where did you get this money?

—I opened an account with the Hongkong and Shanghai Bank last April for more than that amount.

—How could you do that?

—I obtained the money from Sir Robert Hart.

—Have you paid your debts?

—I have none presently.

—This cheque book does not show that this money was paid for kerosene or for matches.

—Of course not, but there are other papers.

—You should have entered it on your cheque book.

—Here is a receipt from Chincheong for \$87 of the same date as the cheque, for 30 cases kerosene (Chinese Paper II).

—This does not show that it was sent to Canton.

—Here is a letter from Chincheong (Paper III) showing the despatch from Hongkong of 50 cases at different dates per *Tai-on*

26th ult. vide Customs House records and papers Nos. III, IV, V, VI, and VII.

I prove that this was the same cargo as that I paid for, because since this date of the first payment no other was imported by me, vide Customs House records.

And papers Nos. I, and VIII, are in direct contradiction of my statement.

Now, Sir, I hope you will consider that I have cited ample reasons to enable you to demand from the Chinese authorities—

1.—The release of Lee Wing Kai, my servant. Because he is my servant and because he was taken while carrying out my orders.

2.—The restoration of the cargo. Because it is clearly mine, duly paid for, duly imported and duly discharged of all lawful duties by me and by no one else.

3.—Adequate compensation for—

1.—Loss of money, inasmuch as kerosene has gone up in price, since the date of seizure.

2.—Loss of capital, inasmuch as that involved would have been immediately turned over.

3.—Loss of an advancing trade, inasmuch as I am unable to execute present orders of which I have had many, since no Chinese merchant will buy or sell from one that cannot get his cargo protected.

4.—Loss of livelihood inasmuch as the long course of detention of my servant Lee Wing Kai detracts from my trade, destroys my family, and deprives me of my wife and family.

Will you then, Sir, tell me decisively whether any steps can be taken on my behalf or not?

(Signed) ALFRED W. DYER.

Paper No. 9 was an unused Chinese call brought by the Leken runners to my house.

I ought to state that owing to certain Customs regulations the steamship *Tai-son* cannot bring up to her bows more than a small number of cases of kerosene.

I waited two days longer to hear from Mr. Waters; getting no answer I again wrote—

To H.B.M. Acting Consul General, Canton, June 4th, 1892.

Sir,—You will have seen by my letter of the 27th ult. that I have written to you regarding the seizure of my cargo, as per my letter of the 27th ult. and that of the 2nd inst.

The cargo is still detained. Lee Wing Kai, my servant, who again sent me, is not yet released. Will you let me know whether the Chinese authorities will permit me to have my servant released, or whether, as you have previously stated, he will be kept in prison until the seizure of my cargo is cleared up.

(Signed) ALFRED W. DYER.

In reply I received—

No. 16

H.B.M. Consul General, Canton, June 4th, 1892.

Sir,—In reply to your letter of the 27th ult. I have to state that the H.B.M. Consul General, Canton, has been asked to release the person in charge of the cargo in the steamship, engaged in smuggling. I have not addressed His Excellency the Viceroy on the subject.

(Signed) T. WATERS, Acting Consul General.

To this I replied—

Canton, 6th June, 1892.

To H.B.M. Acting Consul General, T. Waters, Esq.

Sir,—I have to thank you for your communication of the 4th inst. and note that you say the H.B.M. Consul General has been told that my servant, who was in charge of the cargo, was engaged in smuggling. As of course you know, this is the exact opposite of the truth, and really means nothing; for instance in the *Fat-shan* steamer, as reported by the newspapers, this was then used as a pretext. I fall to see that the assumption is warranted; the facts of the case are the other way. Moreover I have heard from within the city that the Leken authorities have been daily beating my unfortunate servant in order to force him to declare the cargo was his own.

I am glad to see that you have addressed the Viceroy on the subject, and shall be obliged if you will let me know the result of your earliest convenience so as to let me get back my salesman and let me get on with my business. The claim I shall have to make for losses caused by the action of the Chinese authorities, will also be so much easier to pay, the sooner I can again go on earning my own livelihood.

ALFRED W. DYER.

Two days later hearing no further I sent on the following—

Canton, 8th June, 1892.

To H.B.M. Acting Consul General T. Waters, Esq. Canton.

Sir,—I shall be much obliged if you will let me know if H.E. the Viceroy has made any reply to your communication addressed to him, about the seizure of kerosene and matches belonging to me, and the incarceration and ill treatment of my salesman, who was seized by the Chinese Authorities at the same time.

I hope you will tell me if you are to trouble me so often on this subject, but I am constantly being reminded of it, and as my business is stopped, the day before yesterday I had a communication from an English firm here to the effect that goods from Japan for which I had given them orders could now be supplied at my buyer's price, and as this would enable me to do a considerable business in Japan, I immediately wrote to you, and I must have taken up with this affair, I am bound to do all I can to get it through.

Again begging you to help me all you can in this matter, as it means so much to me.

(Signed) ALFRED W. DYER.

To which was answered—

120.

H.B.M. Consul General, Canton, June 9th, 1892.

Sir,—In reply to your letter of yesterday I have to state that no reply has yet been received from the Viceroy. You will be promptly informed of the nature of the communication when it arrives, &c., &c.

(Signed) T. WATERS, Acting Consul General.

A. Dyer, Esq., Canton.

I returned—

Canton, 16th June, 1892.

To H.B.M. Acting Consul General, Canton.

Sir,—I have to thank you for your letter of yesterday's date and at the same time to report to you that I have received yet another communication from within the City to the effect that my unfortunate salesman is still being thrashed at regular intervals of three days by his "examiners" and expects to undergo another "examination" to-morrow in order to force him to declare the seized cargo to be his own. He is promised that if he does say so, he will shortly be released, indeed that he had done so at first he would now be a free man.

(Signed) ALFRED W. DYER.

Getting no answer I wrote again—

Canton, 16th June, 1892.

To H.B.M. Acting Consul General, Canton.

Sir,—While asking your pardon for so often troubling you, I must again apply to know whether anything can be done to hasten the settlement of the case. I have submitted to you regarding the seizure of my cargo by the Chinese Leken Authorities and the imprisonment and ill treatment of my servant, who was in charge of that cargo.

As I informed you on Friday last, my unfortunate salesman is being thrashed at regular intervals with the object of making him declare my cargo to be his own, so that the Leken Authorities may plead this as an excuse for the seizure. I am now informed that Lee Wing Kai has fallen sick and with the ill treatment to which he is subjected, it is possible that his illness may end fatally, thus putting it in the power of the Leken Authorities to fabricate any story most suitable for themselves and their cause. Should my servant die such a death from such causes it would make it impossible for me to get another salesman here, as the Chinese would think and with some show of reason, that the British Government cannot protect British subjects against the Leken Authorities, and will certainly not risk a terrible death in prison by entering the service of a foreigner.

Up to the present, I can but say that as far as I can see, a promising business is utterly ruined, and unless something is done and that speedily it will likely never recover itself.

Hope you will be able to put the necessary pressure on the Chinese authorities.

(Signed) ALFRED W. DYER.

To which Mr. Waters wrote the following—

H.B.M. Consul General, Canton, June 16th, 1892.

Sir,—I am in receipt of your further communication of the 14th inst. on the subject of the imprisonment of Lee Wing Kai and the detention of your kerosene and matches.

I am again writing to the Viceroy on this subject, complaining of the delay in answering my despatch to him of the 4th inst.

As to the man Lee being thrashed at regular intervals and otherwise ill-treated in the room in which he is confined the reports are all exaggerated. Two days ago I sent a man in private to make enquiry and see for himself. He came back and reported that he (Lee) was not undergoing any unusual privation nor had he been put to the torture or otherwise severely dealt with.

(Signed) T. WATERS, Acting Consul General.

A. Dyer, Esq., Canton.

At this direct denial I endeavored to get some one to go into the goal to communicate directly with Lee Wing Kai. A fee was demanded of \$50 which eventually came down to \$4. But in the meantime I received from the Consul—

Monday, June 20th, 1892.

Mr. Dyer is requested to call at this office this afternoon. A copy about the matches and kerosene seized has just been received from the Viceroy.

(Signed) T. WATERS.

Her follow-up—

Report of interview of 20th June.

I called on Mr. Waters at 2 p.m. in answer to his letter of this date requesting an interview. On my being seated (at my own instance) he produced a Chinese document which he said came from the Viceroy, and which contradicted everything I had told him.

What are these things?

W.—He states the boat in which the cargo was seized was not a sampan.

D.—What was it seized in?

W.—He says "a sort of ferry boat."

D.—I saw the boat at my jetty. It was a sampan. What next?

W.—He states you did not hire the boat.

D.—Who did?

W.—Who did? Nothing to do with me.

D.—Who is Ah Cheong hired the boat?

W.—The man in the boat and the owner of the cargo.

D.—I don't know him, the cargo is mine.

W.—Whom did you sell the cargo to?

D.—I don't know his name; it was a cash transaction.

W.—Where do you call a cash transaction?

D.—Where no account is opened, and cash is paid.

W.—Was the cash paid?

D.—No—that is why Lee Wing Kai, my salesman, went with the cargo in the boat, to obtain payment.

W.—But Ah Cheong hired the boat and was in it, he was the owner.

D.—He'd better prove that—where did he get it? Where is his receipt? (None). What is the next point?

W.—The Viceroy states on the dates given to me, you only imported 12 cases kerosene and 3 tin matches whereas there were seized 18 cases kerosene and 6 tin matches.

D.—That is not the case, I imported the whole lot and more.

W.—The Viceroy says you did not import the remainder.

D.—I deny it.

W.—What do you mean?

D.—I deny that statement in toto.

W.—The Viceroy states he applied at the Customs house and has ascertained that on the three dates given him you only imported as he said.

D.—I gave you five dates.

W.—He speaks of three.

D.—I don't care, if you will please refer to my letters you will see I gave you five dates and on these dates I imported what I said I did.

W.—You had better get a letter certifying these dates in English and in Chinese from the Commissioner of Customs.

D.—With pleasure.

W.—Don't delay, I want to answer the Viceroy.

D.—I will answer you as quickly as I can. Delay will not be my fault. These then are the only three points?

W.—Yes.

D.—Well, as for Ah Cheong he had better produce his receipt. I think he'll find that difficult. I'll go to the Customs House myself.

I then wrote the following letter to the Commissioner of Customs, a copy of which next day I enclosed to the Consul General and I place the latter first.

Canton, 22nd June, 1892.

To H.B.M. Acting Consul General, T. Waters, Esq.

Sir,—At my interview with you on the 20th current re the seizure of my cargo by the Leken Authorities on the 26th ult., you translated to me parts of a letter received by you from H.E. the Viceroy in which he asserted that—

(a)—The cargo seized was not from a sampan but from what he chose to call "a sort of ferry boat." Now, Sir, a sampan is a "sort of ferry boat." Most Europeans would call the generally of the smaller craft upon the river "sammans." I do not see the use of beginning to argue points of this nature. What is wanted is that the Leken authorities will return my cargo, which they have unlawfully seized, under the treaty, and make full return for the loss suffered by me through their action. The loss being multiplied by every day which passes and must either be in my hand, or in the Leken authorities (saying a large sum as adequate compensation).

(b)—The boat (sampan) which is a ferry boat, or ferry boat which is a sampan) was not hired by me but by some Chinaman, one "Ah Cheong," and that he was the actual owner.

Now, Sir, as the cargo was brought on for further carriage, land or water, moreover as the sale was a cash transaction and the cash was not yet paid I certainly despatched my salesman with the goods to receive that payment. The man who bought the cargo from me may have got this "Ah Cheong" or any other to hire the sampan which took the cargo. But "Ah Cheong" was the owner of the cargo

in question and not a boat coole, why was he not seized instead of my salesman? What had Lee Wing Kai to do with him? If Ah Cheong was the owner why did he come to my godown for it? Why cannot the Leken Authorities produce my receipt showing that he has paid me for it? I do not know this "Ah Cheong."

I do not know whence the Leken Authorities got the name—if it is, contended, that this man imported the cargo when and how did he do so?

To say that "Ah Cheong" was either the owner or the importer is simply to make a statement without the slightest foundation and such may be made *ad infinitum*, and if all such must be gone into at such length and at the cost of so much delay the case will be interminable.

(c) The third and last contention is that H.E. the Viceroy had applied to the Customs House and stated he had found out that the dates I gave for the importation of the cargo seized were wrong—You will see by referring to my letters to you of the 27th ult. and of the 2nd inst. that the dates I gave were as follows per *Tai-son*—

14th May 6 tin matches.

26th " 5 " "

26th " 10 cases Kerosene.

26th " 12 " "

24th " 4 " "

You have, I have been informed by the Commissioner of Customs, received a letter from him certifying that these dates are correct. I append a copy of my letter to him which shows also the correspondence Chinese dates.

As further informed by the Deputy Commissioner that H.E. the Viceroy had not applied to them for the information on which he contended my dates were in error. This last contention is the only one worthy of refutation and as it has been so thoroughly refuted I think you will see that this is merely the usual Chinese course of trying to obscure the point at issue by raising a cloud of trivial and utterly unfounded objections.

I am glad however that they have brought forward these as they have allowed of instant refutation, and thus placed you in a better position to press for the immediate release of my cargo and of my salesman Lee Wing Kai.

(Signed) ALFRED W. DYER.

Copy of a letter appended to letter above—

Canton, 21st June, 1892.

Sir,—I shall be much obliged if you will certify that the following dates on which I imported kerosene and matches are correct:—

14th May 6 tin matches.

26th " 5 " "

26th " 10 cases Kerosene.

26th " 12 " "

24th " 4 " "

I have been requested by H.B.M. Acting Consul General here to apply to you for this, and the release of part of this cargo, belonging to me, by the Leken Authorities.

(Signed) ALFRED W. DYER.

To the Commissioner of Customs, Canton.

Meaning, having obtained access to the goal (you see) I wrote the following letter to Mr. Waters showing the real condition of Lee Wing Kai.

Canton, 27th June, 1892.

To H.B.M. Acting Consul General, T. Waters, Esq.

Sir,—On receipt of your letter of the 26th current regarding the ill-treatment of my salesman, Lee Wing Kai, in which you stated that he had not been severely dealt with, nor been made to suffer any unusual privation nor put to the torture, and that my reports to you were all exaggerated, I felt sure that the informant on whom you based your communication and who had been privately sent by you to enquire, and who also professed to have seen "the man Lee" had misled you.

However, owing to the very great difficulty experienced by any attempt to penetrate the seclusion of this goal, the Punyee-ngoi-kee, I, though possessing reliable information, was not at that date in a position to convey to you your enquirer's assertions, since I had not the exact details.

To-day, I can prove to you that Lee Wing Kai has been brutally ill-treated, that he has been put to the "question," that he has been beaten, that he is extremely sick, that he has barely sufficient food allowed him to support life and that the probability of his living is within the limits of legitimate discussion.

I submit in evidence of the above, a letter from Lee Wing Kai himself, and a statement in Chinese with its English translation, taken down at the man's dictation, from one Ah Chiu, a friend of the prisoner, whom I got to visit him.

To-morrow if you will signify your desire to see Ah Chiu I will bring him to your office so that you may cross-examine him at your pleasure.

Moreover I have the testimony of Lee Wing Kai's blood stained jacket, worn by him within the prison, with the marks of the sores upon his feet, and the marks of the sores upon his hands.

Taking these facts in conjunction with H.E. the Viceroy's last cautious defence of the Leken Authorities, which defence consisted in (a) splitting straw about a sampan, (b) declaring one "Ah Cheong" to be the owner, on no evidence whatever, despite of the fact that this "Ah Cheong" was not arrested and (c) of an extraordinary statement about the dates of importation, which I instantly disproved (taking these circumstances together with those of the letter from Lee Wing Kai himself and the statement in Chinese with its English translation, taken down at the man's dictation, from one Ah Chiu, a friend of the prisoner, whom I got to visit him).

I am therefore, Sir, in a position to state that Lee Wing Kai is now punished because he either cannot or will not give the Hong name of the buyer. Now, Sir, what I contend is, this has nothing to do with me or my servant. If the Leken Authorities had any suspicion that the purchaser was the owner of the cargo, that was disproved. Next, that one "Ah Cheong" was the buyer, or the owner, or the importer. Also disproved. Now it is that "some name" was the purchaser and that Lee Wing Kai has incurred punishment for combining to smuggle. This is quite as futile as the other assertions and will be disproved and even more unlikely.

Why should my servant combine with the purchaser of the goods to evade Leken? That have I or my servant to do with Leken? You, Sir, say that they were evidently leagued together for this purpose. May I be allowed to ask you "evidently"? And if this is your personal opinion or if it is the opinion of the Chinese Authorities, and on what evidence is it based? You further state that the purchaser was on the boat with Lee Wing Kai—I would then again ask permission to say "On what evidence?" It was before stated that "Ah Cheong" was in the boat with Lee Wing Kai, what has become of "Ah Cheong" now?—and that he had been escaped, and Lee Wing Kai is now punished because he either cannot or will not give the Hong name of the buyer. Now, Sir, what I contend is, this has nothing to do with me or my servant. If the Leken Authorities had any suspicion that the purchaser was the owner of the cargo, that was disproved. Next, that one "Ah Cheong" was the buyer, or the owner, or the importer. Also disproved. Now it is that "some name" was the purchaser and that Lee Wing Kai has incurred punishment for combining to smuggle. This is quite as futile as the other assertions and will be disproved and even more unlikely.

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had not come off. The auction was advertised thus:-

PUBLIC AUCTION.
Saturday, the 2nd July, at 11.30 a.m.,
THE STEAMSHIP "HAIPHONG"
As she now lies stranded at Nakagi, about three-quarters of a mile to the West of Iroasaki Lighthouse, near Shimoda, Idsu, (about 75 miles from Yokohama), together with her sails, anchors and chains, engines, donkey engines, boilers and all appurtenances.

The *Haiphong* is an iron screw steamer of 1,745 tons gross, 170 horse power, built in 1885, and classed 100 ft. 3 in. by Lloyd's.
Length 255 ft. 3 in.; Breadth 35 ft. 2 in.; Depth 24 ft. 4 in.
—AND AFTERWARDS—
The whole of her cargo, consisting of, as per manifest:
400 Casks molasses.
7,240 Bags refined sugar.
18,462 Bags brown sugar.
134 Bales unguined cotton.
Yokohama, July 7, 1892.

SUICIDE OF AN ENGLISH NAVAL OFFICER.

A very tragic and sad occurrence took place on the 3rd inst. on board H.B.M.'s surveying vessel *Penguin*. About half-past seven o'clock the report of firearms was heard coming from the cabin occupied by Lieut. Arthur G. Cawston, and his ship-mates on entering found that the unfortunate young fellow had blown his brains out while lying in his bunk. Medical aid was promptly at hand, but the bullet had done its fatal work and life was extinct in a few moments. The shocking occurrence became quickly known on the other men-of-war in the harbour, and all the flags were put at half-mast. A Naval Court of Enquiry was held later on, but nothing is known of what transpired beyond the fact that the finding was, the deceased shot himself whilst in a state of temporary insanity. Little or nothing is known outside of the circumstances which preyed upon the mind of the ill-fated young officer, who, as many of his friends had recently noticed, appeared to be suffering from some trouble, and was in a very depressed and despondent frame of mind. He had been on the China station with Capt. Moore on the *Rambler*, and was regarded as a smart and promising officer, and was a favourite with his fellow officers. He had been ashore with some friends on Saturday night, and the news of his awful death was a great shock to those who had seen him full of health a few short hours before. There is something very mysterious in the whole business, and it is a pity that the rules of the service make Naval Courts of Enquiry private, instead of having an open inquest into the case, as would be done had the deceased been a civilian instead of a member of one of the services. The funeral took place at the New Cemetery at seven o'clock the same evening, the cortege starting from the Poon Road Jetty at half-past six, under command of Lieutenant Talbot of H.M.S. *Caroline*. The coffin was brought on shore enshrouded in a Union Jack and placed in the glass hearse, which was preceded by a firing party of exactly a hundred blue-jackets and about forty other seamen and marines, and was followed by a great number of officers from the men-of-war of various nationalities represented in the harbour at present. There were very few of the general public amongst the attendants, so few people having heard about the tragic occurrence. All after the funeral. The burial service at the cemetery was very brief, and was conducted by Rev. H. C. Hodges—*Mercury*.

THE TRUE PROTECTION.

Nowadays the fiscal policy is always a prominent plank in the platform of every politician, yet it is a wise policy on the part of the consumers to place a tax on the articles which they do not make but only consume? Suppose, for instance, the customs duty is 38 per cent. on imported goods, the wages of the laborer in all grades of employment in a country thus protected, should be 38 per cent. higher than in a free-trade country, to make things equal—but, is it ever the case? True protection, like charity, begins at home, and in these days when the air is laden with microbes, bacteria and other germs of disease, it behooves us all to be on guard against the common enemy; old age kills but few, disease slays its thousands and millions, and all because mankind is so apathetic and careless about first signs of approaching sickness. Neuritis is one of the most positive signs of the approach of some physical affliction, and requires immediate attention, before it has progressed beyond human aid and fatal disease has got hold of some vital organ. S. C. Kelly, Esq., writes, under date June 1st, 1892, from Garner's Avenue, Marietta, N.W.: "I can with confidence bear testimony to the wonderful curative powers of Clements Tonic. For years I have been periodically attacked and a great sufferer from neuritis and general debility, and anyone who has ever been afflicted with such nervous misery can form an idea of what I have suffered. I had also chronic indigestion, general languid feelings and an utter dislike to exert myself. The neuritis was so severe that I have paced the hall all night and the agony was so excruciating that I was almost out of my mind. I tried all so-called remedies, also all the medical advice I could get. At last a friend recommended Clements Tonic, and as it was so miserable and disheartening that I purchased a small bottle and after the second dose felt great relief. I continued its use and am thankful to say that after twenty-four hours the pain had disappeared, and I was free from the nervous terror. I continued Clements Tonic and have taken four bottles, all my languor is gone, I am free from indigestion, I can do a day's work with any man, and eat like a horse, and have great pleasure in recommending Clements Tonic to any one suffering from nervous complaints. —Yours truly, S. C. Kelly."

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is a combination of two most valuable remedies, in a palatable and easily digested form, having great healing and strengthening properties, most valuable in Consumption and wasting diseases. Read the following:—"I have found Scott's Emulsion of great benefit in the treatment of physical and nervous diseases. It is extremely palatable and does not upset the stomach—thus removing the great difficulty experienced in the administration of the plain oil."—D. P. Kenna, F.R.C.S., Surgeon, St. Vincent's Hospital, Dublin. Any Chemist can supply it. A. S. Watson & Co. (Limited), Agents in Hongkong and China.—[Advt.]

HONGKONG TEMPERATURE.

7-day.	10-day.
Barometer—	Barometer—
Thermometer—	Thermometer—
Thermometer—	Thermometer—
Thermometer—	Thermometer—
Thermometer—	Thermometer—
Thermometer—	Thermometer—
Thermometer—	Thermometer—
Thermometer—	Thermometer—
Thermometer—	Thermometer—
Thermometer—	Thermometer—

W. POWELL & CO.

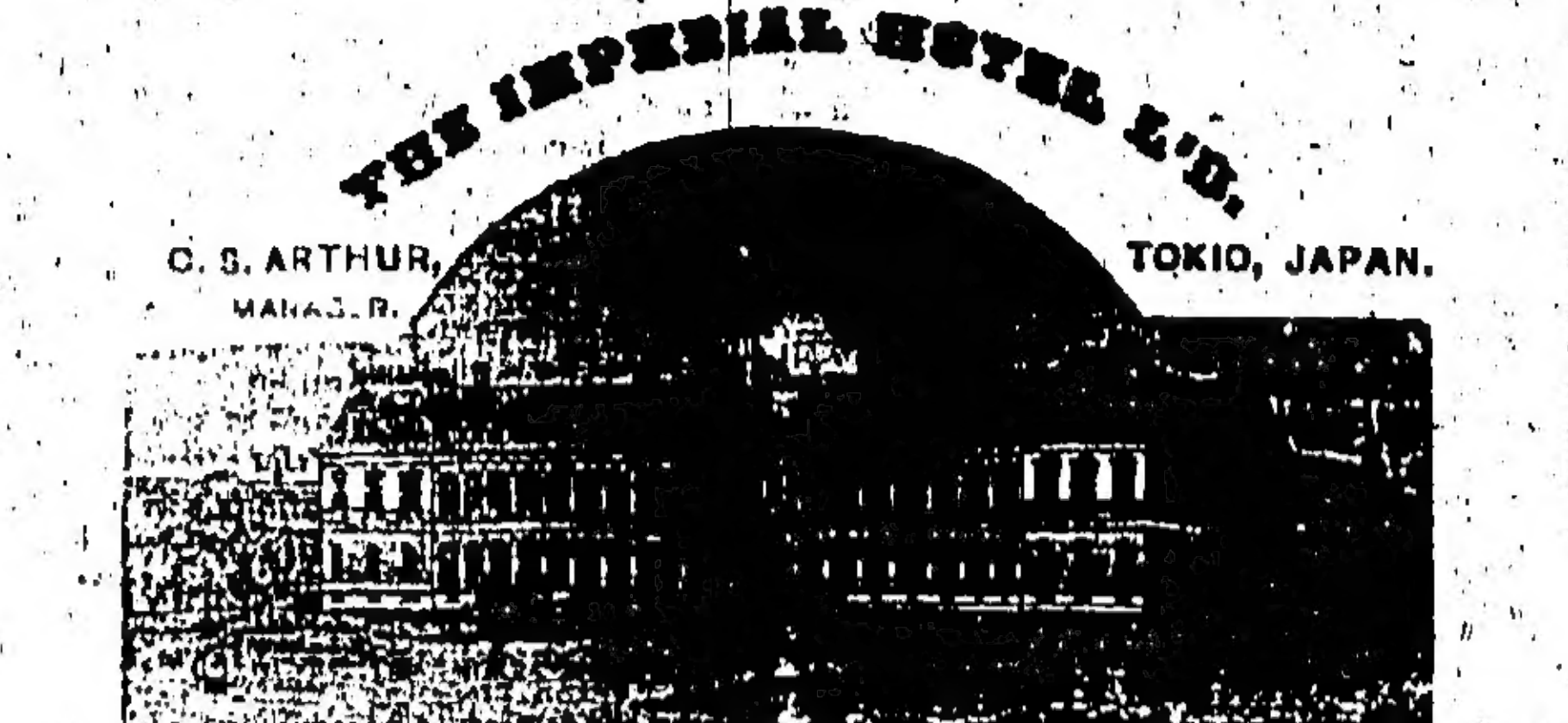
JUST RECEIVED
A FRESH ASSORTMENT OF LATEST SPECIALITIES IN
SUMMER DRESS MATERIALS.

DECOSSE MUSLINS.
FANCY-SURAHNS.
CREPONS DE SOIE.

EGYPTIAN LAUNES.
CREPE DE CHINES.
CREPONS DE LAINE.

W. POWELL & CO.

Hongkong 4th July, 1892



THE FINEST HOTEL IN THE EAST.

(Under the distinguished patronage of the Imperial Household.)
THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.
There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokyo are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and, on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their headquarters.

RATES, \$3 to \$4.50 PER DAY.

C. S. ARTHUR, Manager.

Co-day's Advertisements.

THEATRE ROYAL

HARRY STANLEY'S COMIC OPERA AND BURLESQUE COMPANY.

PATRONISED BY HIS EXCELLENCY SIR WM. ROBINSON, K.C.M.G.

TO-NIGHT (SATURDAY) July 9th, THE POPULAR LINGER DRAPE THE "COLLIER BAY."

Mr. H. STANLEY in his great impersonation of MYLES-NA-COPPALEEN, with SONGS and JIG.

MONDAY, July 11th, will be produced The Beautiful 3 Act Comic Opera "LA MASCOTTE."

Introducing Miss MILDRED TRIGGE and Miss TILLY LAKE in CHARMING DANCES.

TUESDAY, 12th, In response to a numerous signed requisition "DOROTHY."

WEDNESDAY, AN ENTIRE CHANGE OF PROGRAMME. The whole of the Company will appear in their GRAND VARIETIES.

THURSDAY, The ever Popular Comic Opera in 3 Acts. "H.M.S. PINAFORE."

FRIDAY, Grand Fashionable Night. The Charming 3 Act Comic Opera "GIROFLE-GIROFLA."

A GREAT BILL FOR SATURDAY, The Splendid 3 Act Comic Opera "P. A. U. L. J. O. N. E. S."

Box Plan now open at Messrs KELLY and WATSON.

The first-class Grand PIANO supplied by Messrs. MOUTRIE, ROBINSON & Co.

T. EMPSON, Manager.

Hongkong, 9th July, 1892.

"SHIRE" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA VIA INLAND SEA.

THE Steamship

"CARDIGANSHIRE"

Captain Parsons will be dispatched at above on MONDAY, the 11th inst., at Noon, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARILL & Co., Agents.

Hongkong, 9th July, 1892.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE

CONSIGNEES OF Cargo per Steamship "CITY OF RIO DE JANEIRO"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counterbalance, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 9th July, 1892.

SPECIAL NOTICE

THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock.

Co-day's Advertisements.

PERSEVERANCE LODGE OF

HONGKONG, No. 1, 165, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' Hall, Zealand Street, on SATURDAY, the 10th instant, at 8 for 9.30 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 9th July, 1892.

NOTICES OF FIRMS

DAKIN, CRUICKSHANK & CO., LIMITED.

THIS Company, formed and registered in Hongkong, has taken over the Business carried on by Messrs. DAKIN, EROS, OF CHINA, LIMITED, together with all ASSETS and LIABILITIES; and all amounts owing to and due by the two above mentioned concerns will be received and paid by DAKIN, CRUICKSHANK & CO., LIMITED.

For DAKIN, CRUICKSHANK & CO., LTD. FRANK W. WATTS, Manager.

Hongkong, 1st July, 1892.

Hotels

PEAK HOTEL.

THIS commodious and well appointed HOTEL, situated at a height of 1,500 feet above sea-level, having been leased by the Proprietors of the VICTORIA HOTEL, is now OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

The HOTEL has been thoroughly Renovated, Redecorated, and Refurnished.

A New and Handsome BAR has been opened on the Basement, while a new BAR and BILLIARD-ROOM have been erected on the main floor.

CHOPS, STEAKS, &c., can be served at any hour.

For full Particulars as to Rates, &c., apply to "VICTORIA HOTEL."

DORAJEE & HING-KEE, Lessees.

Hongkong, 9th May, 1892.

BAY VIEW HOTEL.

MR. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW" occupies the best situation on the Shan-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-jackets can at any time come alongside the Jetty adjoining the apartment.

The Cuisine is supervised in Hongkong, and only the best Brands of Wines, Spirits, Cigars, &c., are kept in stock. Private Dinners or Suppers prepared in First-class style on the shortest notice, and Meals can be served at all hours.

The Bed-rooms are cool, airy and suitably furnished, and the spacious Dining Room, Billiard Room, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in expert hands.

Wines, Spirits, Milk Liqueurs, &c., of the best quality only.

A WELL-APPOINTED BILLIARD-ROOM.

A. F. D. ROZARIO, Manager.

Hongkong, 1st September, 1891.

THE SHAMBEEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes' walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and suitably furnished, and the spacious Dining Room, Billiard Room, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in expert hands.

DOCTOR CLERTAN'S SANDAL PEARLS

SANDAL PEARLS which are highly approved by the Parisian Academy of Medicine, contain the pure essence of Sandal, enclosed in a thin transparent gelatine envelope which is perfectly soluble and digests. They possess a proved efficacy in cases of inflammation, Scaldings, catarrhs and contagious discharges. Dr. Clertan's Sandal pearls cure all these inconveniences whether recent or chronic, in two or three days, without leaving any ill effects. They have no odour, nor do they in any way affect the digestive organs, which so frequently occurs with all similar preparations. Every bottle, is genuine, bears Dr. CLERTAN'S signature. See that the label on each bottle bears the address, 19, rue Jacob, Paris. Sold by all chemists.

Agents in Hongkong:—A. S. WATSON & Co., Ltd. DAKIN BROS. OF CHINA, Ltd.

Notice to Consumers

THE PREPARATIONS OF L. LEGRAND ORIZA-PERFUMERY

11, Place de la Madeleine, PARIS Formerly 207, Rue Saint-Honore

ORIZA-ORIZAL, ORIZA-ORIZAL, ORIZA-LACTE, CREME-ORIZA ORIZA-VELOUTE, ORIZA-TONICA, ORIZALINE, ORIZA-SOAP

HAVE BEEN SUCCESSFUL IN OBTAINING THE PATRONAGE OF THE PUBLIC BECAUSE:

1. Their manufacture is supervised with the greatest care; 2. Their qualities are unalterable and their perfumes sweet. As, in order to profit by their great reputation, the Oriza preparations have been counterfeited, we warn Consumers not to let themselves be deceived.

THE GENUINE PREPARATIONS are sold by all respectable Perfumers and Druggists. Illustrated Catalogue sent from Paris post-free.

Occidental and Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG. *Gaelic* Saturday, 30th July. *Brigit* Tuesday, 30th August. *Oceanic* Tuesday, 20th Sept.

THE Steamship "GAELIC" will be dispatched for San Francisco, via Yokohama, on SATURDAY, the 30th July, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE. From Hongkong, First-Class. To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. \$225.00

To Liverpool and London 325.00 To Paris and Bremen 345.00 To Havre and Hamburg 335.00

Through Passage Tickets granted to Eng-land, France, and Germany by all trans-Atlantic lines of steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION. 30-day Ticket. Continuous Ticket. 30-day Ticket. Continuous Ticket.

Kansas City, Mo., Omaha, Neb. 285.00 291.50 St. Louis, Mo. 291.50 297.50 St. Paul, Minn., Minneapolis, Minn. 291.50 297.50

Chicago, Ill. 297.50 303.50 Milwaukee, Wis. 297.50 303.50 Cincinnati, Ohio 297.50 303.50

Columbus, Ohio 297.50 303.50 Detroit, Mich. 297.50 303.50 Cleveland, Ohio 297.50 303.50

Toronto, Canada 297.50 303.50 Pittsburgh, Penn. 297.50 303.50 Niagara Falls, N.Y., Buffalo, N.Y. 297.50 303.50

Washington, D.C., Baltimore, Md. 297.50 303.50 Montreal, Canada 297.50 303.50 New York, Penn. 297.50 303.50

Boston, Mass. 297.50 303.50 Portland, Maine 297.50 303.50

All the above Rates are in Mexican Dollars. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months \$337.50 12 months \$395.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 7th July, 1892.

HONGKONG TIMBER YARD, WANCHAI.

REGON FINE SPARS and LUMBER Always on Hand.

L. MALLORY, (46)

Hongkong, 14th June, 1891.

Notice to Consumers

THE PREPARATIONS OF L. LEGRAND ORIZA-PERFUMERY

11, Place de la Madeleine, PARIS Formerly 207, Rue Saint-Honore

RAILS.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)
Empress of Japan | Saturday... | July 30th.
Empress of China | Saturday... | August 20th.
Empress of India | Saturday... | Sept. 10th.

THE R. M. S. "EMPERESS OF JAPAN." Lieutenant: Geo. A. Lee, R.N.R., Commander, sailing at Noon, on SATURDAY, the 30th July 1892, with Her Majesty's Mail, will proceed to VANCOUVER, via SHANGHAI, KOBE INLAND SEA and YOKOHAMA.

RATES OF PASSAGE. (In Mexican Dollars). FROM HONGKONG, FIRST CLASS.

TO

Use Way in return. 4 mos. 21 mos. 21 mos.

Vancouver, Victoria, Esqui-mault, New Westminster, B.C. 235 335 394

Port Townsend, Seattle, Tacoma, Wash. 275 375 447

Portland, Ore., San Francisco, Calif. 275 375 447

San Francisco, Calif. 275 375 447

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